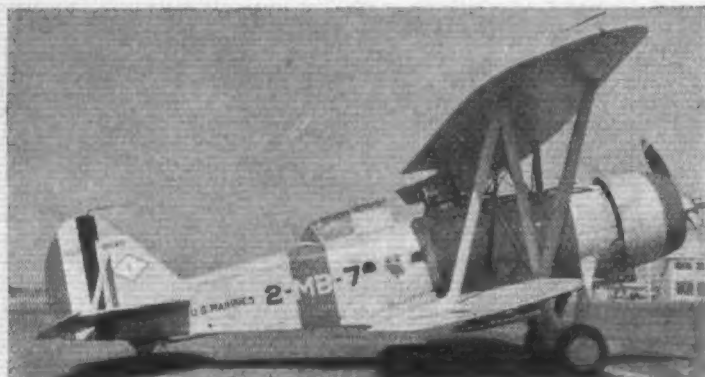




AMERICA CLEANS UP

*Two Monoplanes and
a Biplane with Some
Interesting Features*



At the top is a striking view of the Curtiss P-36 single-seater ordered in quantity for the U.S. Army Air Corps. It is a clean design to the modern formula, but the undercarriage, which twists when retracting (as on the Miles Kestrel Trainer), gives rise to two excrescences. Below the Curtiss are two Great Lakes dive bombers. It will be seen that the original version, on the left, has been developed into an exceptionally clean biplane (right) with a retractable undercarriage and a performance much superior with the same engine. At the bottom is a Curtiss A-18 twin-Cyclone attack machine, a shapely two-seater which carries a big armament load.

SOME RECENT BOOKS

Gipsy Major Aero Engine. Price 3s. Published by H.M. Stationery Office, Adastral House, Kingsway, London, W.C.2.

WITH the characteristic detail and thoroughness of all Air Ministry handbooks, this volume offers complete information about the De Havilland Gipsy Major I and II engines, also details of procedure for servicing and inspection. Large numbers of photographs and diagrams support the descriptions.

Jane's All the World's Aircraft, 1937, Compiled and Edited by C. G. Grey and Leonard Bridgman; 2 guineas, Sampson Low, Southwark Street, London.

THIS newest edition of a monumental work stands out among the aeronautical publications of the year like some all-seeing, all-knowing colossus. Since 1911 those responsible for the compilation of *Jane's* have striven to compress their information on the aerial equipment and operations of all nations into a tome of practical dimensions, and the modern version of the work offers its wealth of facts and data in a most convenient form. Sub-divisions are: Development during 1936

of civil aviation in every country; descriptions of the flying services of all nations; modern aircraft of all nations, illustrated by photographs and G.A. drawings with specifications; aero engines of all nations; and, finally, airships of the world. There are errors, but their detection will defy all but the most exacting technician. To say that the publication is as good as ever if not better, is praise enough.

The Story of the Zeppelins

"Zeppelin," by Capt. Ernst A. Lehmann; 15s., Longmans, Green and Co., Ltd.

IN his introduction to this book, written after Capt. Lehmann's death, Cdr. Charles E. Rosendahl writes: "As he left the scene of the blazing *Hindenburg*, practically dragged away for medical assistance, fatally burned and sick at heart, his entirely clear mind running rapidly over his profound and basic airship knowledge . . . Lehmann could only repeat 'I don't understand it, I don't understand it.'"

The attitude of mind which prompted that remark, the great faith in the venture to which Lehmann had devoted his